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APPENDIX A.

EVIDENCE IN THE ARABIC CASE.

Ambassador W. H. Page to the Secretary of State.

No. 2029.]

AMERICAN EMBASSY,
London, August 23, 1915.

SIR: I have the honor to enclose herewith affidavits of the following six American passengers who were rescued from the S. S. *Arabic*: William Cummins, Claude M. Roode, William Hughes, Peter Dugal, John J. Olszewski, and Christopher McTamney.

I have, etc.,

WALTER HINES PAGE.

[Inclosure No. 1.]

Affidavit of William Cummins.

CONSULATE OF THE
UNITED STATES OF AMERICA,
Liverpool, England.

I, William Cummins, first being duly sworn, do depose and say as follows:

That I was born in Church Merrington, England, on October 22, 1869. That I am an American citizen by naturalization. That my residence is 210 W. 107th Street, New York City. That I was on board the S. S. *Arabic* when she was torpedoed in the Atlantic, and that I was on the top deck, close to the captain's bridge, looking at the steamer which had already been disabled by shell fire. I saw the track of the torpedo, and also saw the torpedo strike the side of the vessel. I heard the captain distinctly state to all in hearing to get life belts and go to the boats, which I lost no time in doing.

I further assert under oath that the vessel was not warned, and am positive that no one on board saw the submarine.

That I got into boat No. 8, commanded by the boatswain, and was taken to Queenstown by the British cruiser *Magnolia*.

WILLIAM CUMMINS.

Subscribed and sworn to before me this 21st day of August, 1915.

HORACE LEE WASHINGTON,
Consul of the United States of America,
Liverpool, England.

[Seal of the American Consulate.]

[Inclosure 2.]

Affidavit of Claude M. Roode.

KINGDOM OF GREAT BRITAIN & IRELAND, COUNTY OF LANCASTER, CITY OF LIVERPOOL, CONSULATE OF THE UNITED STATES OF AMERICA, ss:

I, Claude M. Roode, of 620 Rugby Road, Schenectady, New York, first being duly sworn, do depose and say as follows:

That I am an American citizen, and that I was born at Cannonsville, N. Y., June 3rd, 1883. That I sailed on the White Star steamer *Arabic* from Liverpool for New York on August 18th, 1915. That about 9.30 a. m., August 19th, I was on "B" deck about amidships, and about 200 yards away I saw the track of a torpedo coming, and in my estimation the track was moving at a slight angle to the *Arabic*. I ran forward, as I was apprehensive that the torpedo would strike that part of the vessel where I was standing. The track of the torpedo was the first intimation of danger. That I state positively, under oath, that I know the ship was not hailed by any vessel at about this time, and that no warning whatsoever of any kind was given prior to the sending of the torpedo against the *Arabic*. That after the explosion I assisted by placing life belts on two ladies, and then entered number 3 boat, and was finally landed at Queenstown, whence I proceeded to Liverpool.

CLAUDE M. ROODE.

Subscribed and sworn to before me this 21st day of August, 1915.

HORACE LEE WASHINGTON,
Consul of the United States of America,
Liverpool, England.

[Seal of the American Consulate.]

[Inclosure 3.]

Affidavit of William Hughes.

CONSULATE OF THE
UNITED STATES OF AMERICA,
Liverpool, England.

I, William Hughes, do depose and say as follows:

That my name is William Hughes, and that I was born in Ilwaco, Washington, November 9th, 1893. That my home address in the United States is Kelso, Washington. That I saw the track of the torpedo before it struck the S. S. *Arabic*, and about two minutes after I observed the said track I was washed overboard by the listing of the vessel. That I assert under oath that the vessel was not warned before torpedoing. That I was picked up by the second mate's boat and taken to Queenstown by a British cruiser.

WILLIAM HUGHES.

Subscribed and sworn to before me this 21st day of August, 1915.

HORACE LEE WASHINGTON,
*Consul of the United States of America,
Liverpool, England.*

[Seal of the American Consulate.]

[Inclosure 4.]

Affidavit of Peter Dugal.

KINGDOM OF GREAT BRITAIN & IRELAND, COUNTY OF LANCASTER, CITY OF LIVERPOOL, CONSULATE OF THE UNITED STATES OF AMERICA, ss:

Peter Dugal, being first duly sworn, doth depose and say as follows:

That I am a native American citizen, born at Mountain Iron, Minnesota, January 25, 1897. That my address is Lamberton, Minnesota. That I sailed as a third-class passenger on the White Star Line S. S. *Arabic* from Liverpool for New York on August 18, 1915. That all went well until the morning of the 19th instant, when at about 9.15 a. m. I was on deck and sighted a steamer in distress and sinking. The *Arabic* altered her course and made towards this vessel. That the *Arabic* had passed this vessel in distress, when at about 9.25 a. m. I personally saw the wake of a torpedo coming towards the *Arabic*, and this torpedo struck the *Arabic* abaft the engine room. That there was a loud ex-

plosion and the vessel at once commenced to sink. That I do further solemnly say under oath that no warning was given of an intention to torpedo the *Arabic* and that no submarine was visible. That I was rescued in one of the *Arabic*'s lifeboats and landed at Queenstown at 6.30 p. m. August 19th.

PETER DUGAL.

Subscribed and sworn to this 21st day of August, 1915, before me.

HORACE LEE WASHINGTON,
American Consul, Liverpool, England.

[Seal of the American Consulate.]

[Inclosure 5.]

Affidavit of John J. Olschewski.

CONSULATE OF THE
UNITED STATES OF AMERICA,
Liverpool, England.

I, John J. Olschewski, first being duly sworn, do depose and say as follows:

That I was born in Trenton, N. J., on September 6, 1888. That my residence is 49 Liberty Street, Trenton, N. J. That I was on board the S. S. *Arabic* when she was torpedoed in the Atlantic, and that I was on the top deck, close to the captain's bridge, looking at the steamer which had already been disabled by shell fire. I saw the track of the torpedo and also saw the torpedo strike the side of the vessel. I heard the captain distinctly state to all in hearing to get lifebelts and go to the boats, which I lost no time in doing.

I further assert under oath that the vessel was not warned, and am positive that no one on board saw the submarine. That I got into boat No. 5, and was taken to Queenstown by the British cruiser *Magnolia*.

JOHN J. OLSCHEWSKI.

Subscribed and sworn to before me this 21st day of August, 1915.

HORACE LEE WASHINGTON,
*Consul of the United States of America,
Liverpool, England.*

[Seal of the American Consulate.]

[Inclosure 6.]

Affidavit of Christopher McTamney.

KINGDOM OF GREAT BRITAIN & IRELAND, COUNTY OF LANCASTER, CITY OF LIVERPOOL, CONSULATE OF THE UNITED STATES OF AMERICA, ss:
I, Christopher McTamney, of 821 Lamberton Street, Trenton, N. J., first being duly sworn, do depose and say as follows:

That I am an American citizen, and was born at Trenton, N. J., on the 29th of June, 1887. That I sailed on the White Star steamer *Arabic* from Liverpool for New York on the 18th August, 1915, as a cabin passenger. That immediately after breakfast on the 19th August I was on "B" deck about 9 a. m. and at about 9.25 a. m. I was standing amidships when I saw the track of a torpedo coming directly towards me at a distance of about two hundred yards. The torpedo struck the *Arabic* just aft amidship, and before the torpedo struck the vessel I state positively, under oath, that no warning whatsoever was given by the submarine, and I did not see the submarine. That I went immediately after the torpedo struck the vessel to the port side of the *Arabic*, and I there advised a lady to get immediately into a boat, and I then ran down to my cabin in order to get some clothes. I got into No. 5 boat and finally landed at Queenstown, whence I proceeded to Liverpool.

CHRISTOPHER MCTAMNEY.

Subscribed and sworn to before me this 21st day of August, 1915.

HORACE LEE WASHINGTON,
Consul of the United States of America,
Liverpool, England.

[Seal of the American Consulate.]

Ambassador W. H. Page to the Secretary of State.

No. 2035.]

AMERICAN EMBASSY,
London, August 24, 1915.

SIR: I have the honor to enclose herewith for your information the affidavit of Captain Finch, late of the S. S. *Arabic*.

I have, etc.

WALTER HINES PAGE.

[Inclosure.]

Affidavit of William Finch, Captain of the steamship Arabic.

KINGDOM OF GREAT BRITAIN AND IRELAND, COUNTY OF LANCASTER,
CITY OF LIVERPOOL, CONSULATE OF THE UNITED STATES OF AMERICA, ss:

William Finch, of 10 Parkside, Egremont, Cheshire, England, Master of the steamship *Arabic*, being first duly sworn, doth depose and say as follows:

That the *Arabic* was struck by a torpedo without warning previously given. That no submarine was seen by the *Arabic*. That the *Arabic* did not try to ram the submarine. That the *Arabic* could not have rammed the submarine had it desired to do so. That there was no time or opportunity to have done so. That the *Arabic* did not try to escape. And further, that there was neither time nor opportunity to escape if it had been desired to do so.

I further make oath and say that at 9.25 a. m., Greenwich Mean time, on the morning of August 19th, 1915, I sent a wireless message to the effect that there was a vessel nearby that had evidently been torpedoed, painted grey, with a black funnel with a white band and a black ball in the band, and that there were two boats with sails set steering towards the land, evidently from the distressed vessel. At the time the *Arabic* was torpedoed I was two miles away from this vessel, on a zigzag course, and was going away from her—not towards her. Five minutes after sending this message referred to I observed a torpedo from the starboard side of the Bridge at a distance of about three hundred feet, a little before the Beam. We noticed the torpedo bubbles and a streak from the torpedo coming towards the *Arabic*. The *Arabic* sunk in about ten minutes after the torpedo struck her.

W.M. FINCH.

Subscribed and sworn to this twenty-third day of August, 1915, before me.

HORACE LEE WASHINGTON,
American Consul, Liverpool, England.

[Seal of American Consulate.]

Consul Washington to the Secretary of State.

No. 459.]

AMERICAN CONSULATE,
Liverpool, August 25, 1915.

SIR: Respectfully referring to the Department's cabled instruction of August 24th, directing a report by telegraph of affidavits in *Arabic* case, and also that affidavits from officers and crew of *Dunsley* be obtained and the substance telegraphed to the Department, I have the honor, referring to two cabled messages of the evening of the 24th,¹ and to one of to-day's date, the 25th,¹ to enclose herewith affidavits of the third officer and two members of the crew of the steamship *Dunsley*, statement of the Captain of the *Dunsley* to the Admiralty representative in Liverpool, and record of the verbal interview with the charterers of the *Dunsley* of Captain and chief officer of that vessel; affidavit of the second officer of the *Arabic* with design¹ attached. A design¹ is also attached to the affidavit of one of the members of the crew of the *Dunsley*.

I have, etc.,

HORACE LEE WASHINGTON.

[Inclosure 1.]

Affidavit of F. N. R. Gilbert, Third Officer of Steamship Dunsley.

KINGDOM OF GREAT BRITAIN & IRELAND, COUNTY OF LANCASTER, CITY OF LIVERPOOL, CONSULATE OF THE UNITED STATES OF AMERICA.

Frederick Nathaniel Richard Gilbert being first duly sworn, doth depose and say as follows:

That my address is 34 Meaburn Street, Liverpool, England. That I was the third mate of the steamship *Dunsley* when she left Liverpool for Boston, on Wednesday, August 18th last. That all went well until Thursday morning the 19th, up to 6.12 a. m., when I heard the report of a shot. I was then on the bridge. The first shot fell wide of the ship, and went into the water on the starboard side of the bridge. The Captain then came on the bridge and went hard a starboard, leaving the submarine who was firing at us right astern. The submarine fired a third shot, which struck the ship under the quarter. I then hoisted the ensign to the flagstaff. The ship was then stopped as the submarine was still firing. I took the ensign off the flagstaff and was then ordered to man my boat. I left the *Dunsley* and the submarine kept circling around, firing

¹ Not printed.

incessantly; when about two miles away from the *Dunsley* and at about 9 o'clock a. m. a vessel I later learned to be the *Arabic* hove in sight. When I first saw the *Arabic* I estimated she was between four and five miles away, and shortly after I sighted her she started a zigzag course. In my opinion the *Arabic* never approached nearer to the *Dunsley* than two miles. A short time after an explosion took place on the *Arabic*. At the time of the explosion the *Arabic* was broadside to the *Dunsley* and moving away from her.

F. GILBERT.

Subscribed and sworn to this 25th day of August, 1915, before me,
HORACE LEE WASHINGTON,
American Consul, Liverpool, England.

[Seal of American Consulate.]

[Inclosure 2.]

Affidavit of James White, Mess-room Steward of Steamship Dunsley.

KINGDOM OF GREAT BRITAIN & IRELAND, COUNTY OF LANCASTER, CITY OF LIVERPOOL, CONSULATE OF THE UNITED STATES OF AMERICA.

James White, being first duly sworn, doth depose and say as follows:

That my address is 147 South York St., Glasgow, Scotland. That I joined the steamship *Dunsley* at Liverpool August 18th as mess-room steward and sailed in her on that day for New York. That all went well until Thursday morning the 19th instant, when, at about 6 o'clock a. m., a German submarine was sighted. The submarine fired on the *Dunsley* and two men were killed and four injured. The Captain of the *Dunsley* ordered the crew to take to the boats. The submarine kept at a distance of about half a mile from the *Dunsley*. When we got clear of the *Dunsley* the submarine shelled her, but she did not sink. We had been in the boat for two hours when we sighted a White Star steamer, and we thought she would come to our rescue. She was then distant about two miles. She kept on a zigzag course until she got in line with the *Dunsley*. Our boat at that time was about two miles off the starboard side of the *Dunsley* and the submarine was also on the starboard side of the *Dunsley*. When the *Arabic* came abreast of the port side of the *Dunsley* the submarine fired a torpedo at the *Arabic*. The chief engineer of the *Dunsley*, who was in our boat at the time, remarked, "It is all up with her." The

Arabic in making a zigzag course certainly was pointed towards the *Dunsley* but never was nearer to her than two miles, and she did not for any continuous length of time remain on a course direct towards her. I attach a rough drawing of the positions.

JAMES WHITE.

Subscribed and sworn to this 25th day of August, 1915, before me,

HORACE LEE WASHINGTON,
American Consul, Liverpool, England.

[Seal of American Consulate.]

[Inclosure 3.]

Affidavit of Christian Jensen, Fireman on Steamship Dunsley.

KINGDOM OF GREAT BRITAIN & IRELAND, COUNTY OF LANCASTER, CITY OF LIVERPOOL, CONSULATE OF THE UNITED STATES OF AMERICA.

I, Christian Jensen, first being duly sworn do depose and say as follows:

That I was born at Skewe, Denmark, on the 3d August, 1883, and that my present address is at the Sailors' Home, Canning Place, Liverpool. That I left Liverpool, as a fireman, on Wednesday morning, August 18th, on board the steamship *Dunsley*, owned by the London and Northern Steamship Co., 57 Bishopgate, London, and at the time of her being sunk in the charter of the Cunard Line, Liverpool.

That on Thursday morning, the 19th August, 1915, at about 6.30, the *Dunsley* was fired on by a submarine, without warning, at a distance of about half a mile, intimating that the steamer should stop. A second shot fired by the submarine killed the second cook and a fireman. After this the Captain, Phillip Arkley, stopped the ship and ordered the men to the boats. As soon as we got into the boats the submarine circled around the *Dunsley* several times, sending shots into her side, which ultimately sank her. We were two hours in the boats when the steamship *Arabic* of the White Star Line came into sight at a distance of about two and a half miles. When first sighted the *Arabic* appeared to be coming in our direction on a zigzag course and passed the *Dunsley* half a mile astern. After we seen the *Arabic* the submarine submerged and was not seen again by me. This was two hours after we were got into the boats. Immediately after the *Arabic* passed the *Dunsley* an explosion occurred and it could be seen by me that the *Arabic* was settling down at

the stern. I was then a distance of about two miles from the *Arabic*. The *Arabic* in my opinion was not warned.

CHRISTIAN JENSEN.

Subscribed and sworn to before me this 25th day of August, 1915.

HORACE LEE WASHINGTON,
Consul of the United States of America,
at Liverpool, England.

[Seal of the American Consulate.]

[Inclosure 4.]

Statement by Captain Philip Arkley, of Steamship Dunsley.

We left Liverpool for Boston on the 18th August at 6 a. m., and passed the Smalls about 9 p. m. the same day. Course was then shaped W. by S. $\frac{1}{2}$ Mag. so as to pass about 45 miles from the Fastnet.

On the 19th August at 6.15 a. m., when in Lat. $50^{\circ} 50' N.$, Long. $8^{\circ} 30' W.$, a shell was fired from somewhere, which passed over the ship.

At the time the Captain and 3d mate were on the bridge, and a lookout man forward.

A submarine was then observed on the starboard quarter, about 1 mile distant, running well above the surface.

Course was at once altered to bring the submarine astern, and engines worked to maximum speed; the engine room staff working well and willingly.

The submarine rapidly gained on the ship and continued firing, hitting the ship every time in the after part, but the fifth shell carried away part of the bridge and killed the assistant cook and a fireman.

The submarine having now drawn up on the starboard quarter hoisted the signal to abandon ship; she then fired another shot which smashed one of the boats.

There being no other ships in sight, and seeing no chance of escape, and not wishing to sacrifice more lives, I stopped the engines and ordered every one to the boats. This was carried out in perfect order, and as the way came off the ship, having given a back turn to the engine, the two boats were lowered and the ship abandoned.

When the boats were in the water the submarine closed and ordered them to keep clear of the ship, and as soon as this was done, she opened fire again, firing some 10 or 12 shots into the hull. The ship then com-

menced sinking by the head until the propeller was some 6 feet out of water, when she remained in this position.

The boats remained at about two to three miles from the ship under sails and oars, but as the submarine continued to steam round the ship without going alongside, no attempt was made to return to her.

About 9 a. m. a large steamer hove in sight to the northeastward, which proved to be the steamship *Arabic*, and soon afterwards they observed an explosion on board her, and not long afterwards she disappeared.

After the *Arabic* had sunk we sighted the same submarine again cruising in the vicinity of the *Dunsley*. She was about 200 feet long, with 2 guns, one before and the other abaft the Conning tower, a small spar for wireless, painted slate color, no number visible, and no signs of any mines on deck.

At 11 a. m. the *Dunsley* was still afloat, but not having any reason for remaining in the locality the boats were headed for the land, and at 5 p. m. the steamship *Howth Head* of Belfast picked us up and towed the boats towards Galley Head until 7.30 p. m., when torpedo boat No. 052 came up and took the crew on board, turning over the boats to a mine sweeper, which arrived shortly afterwards.

We landed at Queenstown about 10 p. m., where six men who had been wounded by shell fire were attended and four of them taken to hospital.

I certify this to be a copy of the original statement made to Capt. G. C. Frederick, R. N. Admiralty Representative, Liverpool.

HORACE LEE WASHINGTON,
American Consul, Liverpool, England.

[Seal of American Consulate.]

[Inclosure 5.]

Report of Verbal Interview with the Officers of Steamship Dunsley.

CUNARD STEAMSHIP COMPANY (LTD.),
GENERAL MANAGER'S OFFICE,
August 21, 1915.

STEAMSHIP DUNSLEY.

The captain and chief officer of the above vessel have been in this morning. It appears that they did not see the submarine until she came above the water and immediately commenced to shell them with two

guns. The first shot hit the *Dunsley* amidships. Then they brought the submarine astern and kept her there as best they could, but she went on shelling the ship, and while one or two shells missed, about six or seven altogether took effect; the last one practically blowing away the bridge. They then got the order from the submarine to abandon the ship as she was sinking fast. They took to the boats and the submarine continued to steam round the sinking boat. The *Arabic* was on the port quarter, and although he headed away, the submarine was too quick for him and the first torpedo apparently took effect. The crew of the *Dunsley* were about half a mile off when the *Arabic* sunk. There was a big explosion as she went down.

The chief officer says that the reason so many were saved on the *Arabic* was doubtless owing to the fact that they had been watching the *Dunsley* sink and had everything ready in the boats for lowering. The cook and the fireman of the *Dunsley*, who are lost, were killed by shell fire. One of the apprentices is in Queenstown Hospital in a very serious condition, and there are other minor casualties, the chief officer himself being shot in the leg.

I certify this to be a copy of the record of the verbal interview recorded in the General Manager's office, Cunard Steamship Company, time charterers of steamship *Dunsley*, with captain and chief officer of that vessel.

HORACE LEE WASHINGTON,
American Consul, Liverpool, England

[Seal of American Consulate.]

[Inclosure 6.]

Affidavit of Frederick Fowler Steele, Second Officer of Steamship Arabic.

KINGDOM OF GREAT BRITAIN & IRELAND, COUNTY OF LANCASTER, CITY OF LIVERPOOL, CONSULATE OF THE UNITED STATES OF AMERICA, ss.

Frederick Fowler Steele, being first duly sworn, doth depose and say as follows:

My residence is Urmston, Hoyle Road, Hoylake, Cheshire.

I left Liverpool on August 17, 1915, as second officer of the steamship *Arabic*.

We sighted the steamship *Dunsley* at about 9 o'clock on the morning of Thursday, August 19. I came on the bridge at 8 a. m., and was on the bridge. I sighted a vessel on the starboard bow, about seven miles away,

which we thought was heading for Queenstown, but which we later ascertained was the *Dunsley*. On approaching nearer to the vessel we found out that the vessel was sinking, going down by the head, and that her name was the *Dunsley*—this we ascertained by personal observation. The captain of the *Arabic* ordered me to work out a position for the *Dunsley*, so I worked one up for 9.25 a. m., which was 50.49 N. and 8.29 W. The captain told me to ring up the Marconi room and to tell the operator to send out a message at once that a steamer had been attacked and was sinking. At this time the *Dunsley* was about two miles away. We then noticed that the *Dunsley*'s lifeboats had left the ship, and this confirmed our suspicions that she had been torpedoed. When I came out of the chart room, I went to the starboard side of the bridge and passed the remark to the captain that he must be about somewhere waiting for us—meaning the submarine. We had five men on the lookout at the time. After speaking to the captain, I walked to the starboard end of the bridge and immediately clearly saw a bubbling disturbance in the water, and I also saw a torpedo traveling towards the ship, which apparently had been fired to hit her about the engine room. I attach a design¹ indicating the track of the torpedo. I state positively that the *Arabic* never attempted to go to the *Dunsley* to effect a rescue. The *Arabic* was on a varying course, according to the commander's orders, as a precaution against submarine attack. Immediately after the torpedo was sighted the order was given "hard a starboard" which turned the *Arabic* away from the presumed direction of the submarine.

I further make oath and say that at the time the *Arabic* was struck by the torpedo she was moving away from the *Dunsley*.

F. F. STEELE.

Subscribed and sworn to this 25th day of August, 1915, before me,

HORACE LEE WASHINGTON,

American Consul, Liverpool, England.

[Seal of American Consulate.]

Ambassador W. H. Page to the Secretary of State.

No. 2052.]

AMERICAN EMBASSY,
London, August 27, 1915.

SIR: I have the honor to enclose herewith a sworn affidavit made by Second Officer William Watt Dockar of the steamship *Dunsley*, regarding

¹ Not printed.

the sinking of the steamship *Dunsley* and the steamship *Arabic* on Thursday, August 19, 1915.

I have, etc.,

WALTER HINES PAGE.

[Inclosure.]

Affidavit of Wm. Watt Dockar, of the steamship "Dunsley."

STATEMENT BY SECOND OFFICER WM. WATT DOCKAR, OF THE STEAMSHIP
"DUNSLEY," REGARDING THE SINKING OF THE STEAMSHIP "DUNSLEY"
AND THE STEAMSHIP "ARABIC" ON THURSDAY, AUGUST 19, 1915.

We were proceeding in a westward direction in latitude 50° 50' north and longitude 8° 30' west about 45 miles off Kinsale on the Irish coast on Thursday, the 19th of August. At 6.15 a. m. we suddenly heard a shell bursting over our heads and striking the bridge. We discovered a submarine 100 yards distant on the starboard side, which continued to shell for six or seven shells, killing two men and wounding six others. After the submarine had fired about six shells into the *Dunsley*, and while she was firing the shells, she put up a signal, "Abandon ship immediately." We then stopped the steamer, lowered the port boat which dropped astern, and were spoken to by the submarine, which enquired from the 3rd officer if all of the crew had left the ship. He replied "No; half are still on board." The submarine was then 10 or 12 yards from the 3rd officer's boat. He said get away from the ship as soon as possible for fear of an explosion. We then lowered the starboard boat and got clear of the ship, when they continued to shell until they had put about twenty-five shells through the vessel. The submarine continued to circle around the steamer. We estimated the submarine to be 200 feet long and counted about 15 men on deck, and also saw two mounted guns, one on each end.

At about 8.30 we saw a big four-masted steamer proceeding toward the *Dunsley*. We saw the submarine hiding on the starboard side of our ship, away from the approaching ship. We saw her submerge and saw the torpedo being fired, striking this big four-masted vessel. We could plainly see the swish of the torpedo going from the submarine to the large vessel. It struck the large vessel on the starboard quarter. When we first sighted the *Arabic* she was following a straight course. When she sighted the *Dunsley* she then altered her course slightly towards us, in order, we thought, to read the name of our vessel. As the *Dunsley*

was between the submarine and the *Arabic* it was absolutely impossible for the *Arabic* to have seen the submarine, or to have received any warning from her. The ship sank, as far as we could estimate, in 5 minutes from the time of being torpedoed. We thought on account of the vessel sinking so suddenly that no one could have been saved.

We proceeded towards the land, and when 20 miles off the land we were picked up by the steamship *Howth Head* at 5 p. m., and at 7 p. m. we were met by the torpedo boats and two patrol boats.

I solemnly swear that the above stated facts are true to the best of my knowledge and ability.

W.M. WATT DOCKAR.

Sworn before me this 26th day of August, 1915, at the American Embassy, London.

EUGENE C. SHOECRAFT,
Third Secretary of Embassy.

[Seal of the American Embassy.]

Ambassador W. H. Page to the Secretary of State.

No. 2071.]

AMERICAN EMBASSY,
London, August 31, 1915.

SIR: I have the honor to enclose herewith the affidavit of Richard G. Pybus, chief officer of the steamship *Dunsley*, which was sworn to in Whitby on August 27, 1915, before Charles M. Hathaway, Jr., American Consul, Hull.

I have, etc.

WALTER HINES PAGE.

[Inclosure.]

Affidavit of Richard G. Pybus, Chief Officer of Steamship "Dunsley."

Richard Gray Pybus, being duly sworn, deposes and says:

I was chief officer of the steamship *Dunsley*, which left the river Mersey at 6 a. m. on August 18 for Boston, Mass., U. S. A. At 6.12 a. m. August 19, without warning, we were shelled by a submarine. After firing 6 shots and killing two men and injuring 6 others, the submarine

put up signals for us to abandon our vessel immediately. At about 6.40 we left the ship in two lifeboats. The Captain took command of the starboard boat, I of the port. We stood by, and the submarine put some eighteen more shots in the *Dunsley*, circling around her meanwhile. A little after half past eight we sighted a steamer to the eastwards. She approached on a westerly course, and a few minutes after we sighted her appeared to change her course several times. She was evidently a large ship. She passed the *Dunsley* on a general westerly course, about one and a half miles to the south. Our two boats were on the landward side of the *Dunsley*, mine about 100 yards to the southward of the captain's and from a half mile to a mile from the *Dunsley*. Just after the large steamer came into full view from my boat after passing the *Dunsley*, and when she was about S. SW. from the *Dunsley*, I saw a violent explosion on her starboard side which threw up much water. I looked at my watch and it recorded 9.22, and at 9.28 she vanished.

About ten minutes after we sighted the steamer to the eastward I lost sight of the submarine, which had up to that time continued to circle about the *Dunsley*. A few minutes before the explosion I saw the submarine again under the *Dunsley*'s starboard bow, where she could not be seen from the approaching steamer. It appeared to me that the submarine was lying in wait for the approaching steamer and my whole attention was fixed on the steamer until she was blown up. After the steamer was blown up I noticed that the submarine was no longer visible. I last saw her some time between 9 and 9.15, but just when she vanished I did not observe. She was lying in the shadow of the *Dunsley*, so that it was easy for her to submerge without attracting our attention. We continued to stand by the *Dunsley* until about 11 o'clock, when we pulled for land, leaving the *Dunsley* in Lat. 50. 50 N., Long. 8.30 W. I did not see the submarine again after the sinking of the large steamer. We did not learn that it was the *Arabic* until we were picked up by a British torpedo boat about 7 o'clock that night. I was unable to detect any mark of identification on the submarine, though I looked carefully with the intent while I was close to her.

RICHARD GRAY PYBUS.

Subscribed and sworn before me at Whitby, England, being within my district, this 27th day of August, 1915.

CHARLES M. HATHAWAY, JR.,
American Consul, Hull.

[Seal of the American Consulate.]

Ambassador W. H. Page to the Secretary of State.

No. 2072.]

AMERICAN EMBASSY,
London, August 31, 1915.

SIR: I have the honor to enclose herewith the affidavit of Philip O. Arkley, master of the steamship *Dunsley*, sworn to at West Hartlepool on August 26, 1915, before Hans C. Nielsen, American consular agent at West Hartlepool.

I have, etc.,

WALTER HINES PAGE.

[Inclosure.]

Affidavit of Philip Orren Arkley, Master of Steamship "Dunsley."

I, Captain Philip Orren Arkley, late master of the steamship *Dunsley*, of London, being duly sworn depose and say that I left Liverpool on the eighteenth day of August, 1915, with a small portion of General cargo (about 350 tons), bound for Boston, Mass., U. S. A. All went well up to 6.12 a. m. on the 19th August, when a shell went over us between the masts. I looked around and saw a submarine about a mile away on our starboard quarter, not having seen anything previously. Our course then was W. $\frac{1}{4}$ N. about 40 miles south of Galley Head. I starboarded and brought the submarine right astern and made all possible speed to get away. He continued shelling us, hitting the ship every time. One shell bursting over the bridge killed two men and injured several others. He was then rapidly overtaking us and the next shell carried part of the upper bridge away. I then considered it impossible to escape and stopped the engines. The submarine signalled to abandon the ship, which we did about 6.40 a. m. I took charge of starboard boat and the Mate R. G. Pybus of the port boat. He fired one shell while the boats were being lowered. The submarine was then on our Port Side and spoke to the Port lifeboat, asking particulars where the ship was from and where bound, and ordering the boats to get away as quickly as possible. He then commenced firing away and put about 12 more shells into the *Dunsley*. She then commenced sinking slowly forward until the bows were awash and stern high out of the water. He rowed clear of the ship and then remained in the vicinity on the Northerly side of the *Dunsley* towards the shore. I looked particularly, but was unable to see any number or distinguishing mark on the submarine. At about 8.30 a. m. while dodging about in our lifeboats under sail we saw the *Arabic* coming

along from the Eastward. Shortly after sighting the *Arabic* we missed from sight the submarine, which had been circling round the *Dunsley* all this time. As the *Arabic* was passing the *Dunsley* about due South and some 2 to 3 miles off my crew in the boat told me (at the time) that they saw the submarine come clear of our ship and submerge, just as if she had been hiding behind the *Dunsley* whilst the *Arabic* was approaching. I did not notice this manoeuvre myself. Shortly afterwards I saw the explosion on the *Arabic*, presuming him to have been torpedoed by the same submarine that attacked the *Dunsley*. The *Arabic* commenced sinking rapidly by the stern and disappeared in about 6 or 7 minutes. I should judge that the *Arabic* was about 7 miles to the Eastward when I first saw her, and that it was about 40 minutes later that the explosion took place. It was a beautiful clear morning. I still kept dodging about until 11 o'clock and then made for the land. The last I saw of the *Dunsley* was about 11.30 o'clock, when she was still afloat. She was then in latitude 50. 50 N. and 8. 30 West.

The *Arabic* passed about 2 to 3 miles South of my vessel steering a westerly course. I should judge she was about South West of the *Dunsley* when the explosion occurred. I did not see the submarine after the *Arabic* was hit. I had no doubt in my own mind then nor have I now that the *Arabic* was torpedoed by the same submarine that attacked the *Dunsley*.

PHILIP O. ARKLEY,
Master.

Subscribed and sworn to before me at the American Consular Agency at West Hartlepool, England, on the 26th day of August, 1915.

HANS C. NIELSEN,
American Consular Agent.

[Seal of the American Consular Agency.]

The German Ambassador to the Secretary of State.

[Translation.]

J Nr. A 6512.]

GERMAN EMBASSY,
Cedarhurst, N. Y., October 20, 1915.

MR. SECRETARY OF STATE: In compliance with my instructions, I have the honor to forward herewith for Your Excellency's information

the following papers concerning the sinking of the British steamer *Arabic*.

1. Certified copy of the report of Captain Lieutenant Schneider, Submarine Commander, of the 2nd of this month with an English translation.
2. Certified copy of the minutes of the examination of witnesses in the case of the sinking of the English steamer *Arabic* by a German submarine, of the 21st of this month, with an English translation.

Accept, etc.,

J. BERNSTORFF.

[Inclosure 1.]

Report upon the sinking of the English steamer Arabic.

On the 19th of August I was lying some 60 miles south of Kinsale beside the steamer *Dunsley* and was about to sink this steamer, after her crew had left her in two lifeboats, by means of gun-fire, when I saw a steamer of some size at considerable distance coming towards me on a southwesterly course. I drew away from the *Dunsley*, first proceeding above water, then in a submerged condition towards the course line of the sighted steamer, in order to obtain her course by bearing her masts in line. As she drew nearer, I saw that the steamer was painted grey, superstructures were not recognizable. The steamer flew no flag; signs of neutrality and names could not be made out. As the steamer approached the *Dunsley* she took her course directly towards this vessel then suddenly altered her course again and came directly towards me. In my opinion it would have been impossible to have taken aboard the occupants of the *Dunsley*'s lifeboats in the short interval of time that elapsed between altering the course toward the *Dunsley* and again steering towards me. That the *Dunsley* had been attacked must have been perceived from the steamer, since its forepart was already quite deep in the water. The behavior of the steamer appeared therefore very suspicious to me and forced me to conclude that she had observed me and intended to ram me. I was the more convinced of this, since only as recently as August 14th, 1915, I was attacked by gun-fire in the Irish Sea by a large steamer which apparently belonged to the British "Royal Mail Steam Packet Co.," and this without the slightest provocation. I therefore anticipated the expected ramming of this steamer by attacking it under water. The torpedo struck; the ship sank rapidly. After the discharge of the torpedo I saw a large number of boats—about fifteen—which were nearly all filled. The weather was good. The boats set sail and made for the coast.

It was only after my return that I learned from the newspapers that the steamer which had been sunk in the vicinity of the *Dunsley* had been the *Arabic*.

SCHNEIDER, *Commander.*

BERLIN, *September 2nd, 1915.*

[Inclosure 2.]

Certified copy of examination of witnesses.

BERLIN, *September 21st, 1915.*

In the matter of the sinking of the English steamer *Arabic* by a German submarine, the following witnesses appeared to-day before Judge Kammerich of the Naval Court as Chief Examiner and Able Seaman Wolf as Recording Clerk.

After these witnesses had been reminded of the importance and sanctity of the oath they were each singly examined as follows, none of them in the presence of the other witnesses:

1. COMMANDER SCHNEIDER OF THE GERMAN SUBMARINE.

Regarding Identity: My name is Rudolf Schneider. I was born on February 13th, 1882, at Zittau in Saxony. My religion is Lutheran. I have never been punished by process of law.

Regarding the Facts: Early on the morning of August 19th, 1915, I sighted an English steamer at dawn, about 40 nautical miles south of Kinsale. The steamer was in a position which would have enabled me to approach her only above water. I ordered the signal to be given: "Leave the ship at once," fired a warning shot, and observed that the steamer thereupon turned about and made off. By firing about ten shots I then forced her to stop and ascertained that it was the English steamer *Dunsley*. I gave the crew time to leave the ship in their own boats and then took her under gunfire until she was leaking. The weather was so fair that the crew were able to take to their boats in absolute safety. The boats set sails and made for the shore.

While I was still lying by the *Dunsley* and waiting to see whether she would sink, I saw a steamer of some size at a considerable distance advancing towards me. I steamed away from the *Dunsley* towards the course of the sighted steamer at first, for about a quarter of an hour, above water, then in a submerged state, intending to obtain her course by bringing her masts to bear in a line. As she drew nearer I saw that she was painted grey; superstructures were not recognizable. The steamer

flew no flag; signs of neutrality and names could not be made out. As the steamer approached the *Dunsley* she took her course directly towards this vessel; then suddenly altered her course again and came directly towards me. In my opinion it would have been impossible to have taken aboard the occupants of the *Dunsley*'s lifeboats in the short interval of time that elapsed between altering the course toward the *Dunsley* and again steering towards me. This turning of the steamer towards the *Dunsley* and then the sudden alteration of course towards me, without paying the least attention to the lifeboats, were the more extraordinary, inasmuch as steamers which, according to the nature of the situation, must assume that submarines are in the neighborhood, are accustomed to remove themselves with all possible speed and on a course in accordance with this purpose from the assumed vicinity of the submarines. I have myself observed on numerous occasions this manœuvre on the part of enemy vessels.

That the *Dunsley* had been attacked must have been observed from the second steamer, since the *Dunsley*'s bow was already lying deeply in the water. The steamer now came directly towards me, so that the position of my submarine would have made it possible for her to ram me. She could also have observed me, since I had not only traveled above water for a quarter of an hour upon first leaving the *Dunsley*, but had subsequently been repeatedly obliged to show my periscope. I was, therefore, firmly convinced that she intended to ram me. I was the more convinced of this, since only as recently as August 14th of this year I was attacked in the Irish Sea by a large steamer which, without the slightest provocation, opened gunfire upon me. In order to forestall my being rammed I therefore determined to attack the steamer below water. I made a turn towards the north and fired a bow torpedo at her at right angles to her course. Through the periscope I estimated the angle for a speed allowance of twelve nautical miles, since I held the speed of the steamer to be a middling one. The torpedo struck her starboard quarter; the vessel sank rapidly. After the torpedo had been discharged, a great number of boats were observed—some fifteen—nearly all of which were completely filled. The weather was so good that in my opinion the safety of the people in the boats was assured.

That it was the *Arabic* which was concerned in these events I learned only several days after my return, upon reading the newspaper reports, by which I saw that the *Arabic* had been sunk in the neighborhood of the *Dunsley*.

In Answer to Questions: A considerable time before the occurrence which has been described, I had received order to spare large passenger steamers. The order that no passenger steamer at all was to be attacked without warning is of more recent date. In accordance with this order I had already, prior to the sinking of the *Arabic*, permitted several large passenger steamers, which I might have attacked, to pass by unmolested. For example, during the course of a previous distant cruise near the entrance to the Bristol Channel, I had permitted a large passenger steamer which I recognized as such to escape without molestation, despite the excellent opportunity afforded for attacking it. I may cite another instance which occurred during that cruise on which I sank the *Arabic*. On the 14th of August of this year, in the Irish Sea, I sighted a large steamer astern. She belonged apparently to the Royal Mail Packet Company, and offered me an excellent chance to place myself in her path and attack her. But I recognized her as a passenger steamer, allowed her to pass by, and then took up a course which led away from her. In connection with this I would mention the fact that this steamer began on her own part to open upon me with artillery as soon as I found myself in a position from which I could no longer attack her.

Upon presentation of the Testimony of witnesses as transmitted by the American Ambassador.

In re No. 1, 2: The *Arabic* continued to approach the *Dunsley* until she again took up the course towards me, whereupon she once more left the *Dunsley*. As to within what distance she approached the *Dunsley* I can not exactly say. When the torpedo was fired, I was some five nautical miles distant from the *Dunsley*. The course of the *Arabic* was altered at least twice; my impression of the *Arabic*'s course is indicated upon the accompanying sketch.¹

In re No. 3: As I have already explained, upon sighting the *Arabic* I at once proceeded to leave the *Dunsley*, traveling first above, then below, water. Not for a single moment did I make any attempt to conceal myself behind the *Dunsley*.

In re No. 4: It is, of course, impossible for me to give an absolute denial to the assertion that my submarine was not seen from the *Arabic*; but the movements made by the ship forced me to conclude that I had been seen and attacked.

In re No. 5: Since I was threatened by the steamer, I could not think of warning her. Had I risen to the surface under the circumstances that

¹ Not printed.

prevailed it would have meant nothing less than the destruction of my vessel.

In re No. 6 and 7: That the torpedo was not discharged at the *Arabic* from any great distance, was due to the ramming position of that vessel.

I make the foregoing declaration upon my oath of allegiance and give further assurances as to its correctness by swearing to that effect.

Read aloud, attested, and signed,

SCHNEIDER,
Commander.

2. FIRST NAVAL LIEUTENANT LÖWE.

Regarding Identity: My name is Werner Lowe, I was born on July 4th, 1889, at Landsberg on the Warthe; my religion is Lutheran; I have never been punished by process of law.

Regarding the Facts: I was the Officer of the watch on the submarine when the *Dunsley* was sunk. While we were still lying by that ship, another steamer came in sight. We thereupon at once started our engines, and at first proceeded on the surface in a somewhat southerly direction. We traveled above water for about a quarter of an hour at half speed and full speed; we then submerged. From this moment on I was stationed at my post of action and saw nothing further of those proceedings which led to the sinking of the steamer.

Upon presentation of the testimony of witnesses as transmitted by the American Ambassador:

It is not true that the submarine concealed itself even for a moment behind the *Dunsley*, or that it submerged behind the *Dunsley*. From that moment in which the *Arabic* could have sighted us, the *Dunsley* could not possibly have lain between the *Arabic* and the submarine.

I make the foregoing declaration upon my oath of allegiance and give further assurance as to its correctness by swearing to that effect.

Read aloud, attested, and signed,

LÖWE.
First Naval Lieutenant.

3. NAVAL LIEUTENANT VATER.

Regarding Identity: My name is Werner Vater; I was born on May 29th, 1893, at Rudolstadt in Thuringia; my religion is Lutheran; I have never been punished by process of law.

Regarding the Facts: On the morning of August 19th of this year, in

my capacity as Gun Officer of the submarine, I fired a warning shot at the English steamer *Dunsley*. The steamer thereupon veered off and sought to escape with full speed. She was then subjected to gunfire and stopped at the first shot that took effect. The crew left the ship in boats, set sail, and steered for the coast. The weather was very calm. The steamer was then taken under unfire until she was leaking. Whilst we were watching her sink, a large steamer came in sight. I went to the bridge. We at once proceeded above water on a southerly course for about fifteen minutes after leaving the *Dunsley* and then dived. I went to the station assigned me during submersion and saw nothing more of the steamer. During our progress under water I heard the Commander announce at the central station: "The steamer is changing her course."

Upon presentation of the testimony of witnesses as transmitted by the American Ambassador:

The submarine did not hide behind the *Dunsley*; according to my point of view, the crew of the *Dunsley* must still have been in a position to see from their boats that we left the sinking ship under a considerable speed.

I make the foregoing declaration upon my oath of allegiance and give further assurance as to its correctness by swearing to that effect.

Read aloud, attested, and signed.

VATER,
Naval Lieutenant.

4. NAVAL STAFF ENGINEER PETERS.

Regarding Identity: My name is Hans Peters; I was born on December 23rd, 1884, at Lütjenburg in Holstein; my religion is Lutheran; I have never been punished by process of law.

Regarding the Facts: On the morning of the 19th of August of this year, the steamer *Dunsley* was pursued, with our engines working at high pressure, above water, and overtaken. After the steamer had stopped, our engines were converted for submerged travel at 41 minutes past 7 o'clock, since we could not maneuver in a reliable manner with our surface engines during our attempts to sink the steamer by gunfire. On the appearance of another steamer I received orders once more to again switch on the engines for travel on the surface. From 46 minutes past 9 o'clock to 58 minutes past 9 o'clock a. m. we traveled, partly under full engine capacity, above water on a course that led us away from the

Dunsley. At 58 minutes past 9 o'clock a. m. the submarine was got ready for submersion, and then dived. From this time until 12 o'clock noon the submarine remained under water. After we had dived I was not able to see anything further of what took place. I merely heard the Commander announce in the central station that the steamer had changed her course.

Upon presentation of the testimony of witnesses as transmitted by the American Ambassador:

That our submarine kept itself concealed behind the *Dunsley* is a statement which is negatived by the declaration I have made, based upon the entries made by me in the official engine-room log book.

I make the foregoing declaration upon my oath of allegiance and give further assurance as to its correctness by swearing to that effect.

Read aloud, attested, and signed.

PETERS,
First Naval Engineer.

5. SUBMARINE HELMSMAN HEINRICH.

Regarding Identity: My name is Fritz Heinrich; I was born on May 30th, 1888, at Bitterfeld, in the district of Bitterfeld; my religion is Lutheran; I have never been punished by process of law.

Regarding the facts: On the morning of August 19th, 1915, I was on the bridge of the submarine, when we pursued the *Dunsley* after having warned her, and finally forced her to stop. I observed that the crew left the ship in their own boats and sailed towards the land, whilst we circled about the *Dunsley* waiting for her to sink. The weather was good. While we were waiting, a new steamer came into sight a considerable distance off. We left the *Dunsley* under a pretty good speed, following a somewhat southerly course, until the masts of the oncoming steamer bore in line; and then we dived. I saw nothing further of the sinking of the vessel, although the Commander a little later permitted me to look through the periscope, remarking that the steamer was sinking gradually. But I could only see a small section of the bow. Later on I counted the number of boats.

I make the foregoing declaration upon my oath of allegiance and give further assurance as to its correctness by swearing to that effect.

Read aloud, attested, and signed.

HEINRICH,
Submarine Helmsman.

6. SUBMARINE BOATSWAIN'S MATE PREUSS.

Regarding Identity: My name is Albert Preuss; I was born on October 21st, 1892, at Peine; my religion is Lutheran; I have never been punished by process of law.

Regarding the Facts: After the bombardment of the *Dunsley* I was mounting guard upon the turret of the submarine, when I saw a cloud of smoke and several masts upon the horizon. I reported this to the officer of the watch. Hereupon the engine crew were sent below decks to start the oil engines going. I then noticed that we traveled for about 10 minutes on the surface with high speed in a direction away from the *Dunsley*. Then came the order: "Ready to Dive!" and I went below decks. From that moment on I saw nothing further of what went on above water. I was then ordered to mount watch at the underwater rudder and noticed that we kept on the same course for quite a long time.

I make the following declaration upon my oath of allegiance and give further assurance as to its correctness by swearing to that effect.

Read aloud, attested, and signed.

PREUSS,
Submarine Boatswain's Mate.

7. SUBMARINE ABLE SEAMAN BRANDT.

Regarding Identity: My name is Johannes Brandt; I was born on December 17th, 1892, at Postmoor near Horneburg; my religion is Lutheran; I have never been punished by process of law.

Regarding the Facts: After the boats had left the *Dunsley* we fired shots at the steamer. When a new steamer had been reported in sight, we left the *Dunsley* at high speed, above water. After some ten minutes we made ready to dive and had to go to our diving posts. My fighting post is towards the front in the torpedo room. After I had taken my place there, I was not able to see anything more of what went on above water.

I make the foregoing declaration upon my oath of allegiance and give further assurance as to its correctness by swearing to that effect.

Read aloud, attested, and signed.

BRANDT,
Submarine Able Seaman.

8. SUBMARINE SEAMAN DOBBERT

Regarding Identity: My name is Ernst Dobbert; I was born on September 22nd, 1897, at Potsdam; my religion is Lutheran; I have never been punished by process of law.

Regarding the Facts: I am a gunner and fired at the *Dunsley* during the chase and until she hove to. After the boats had left the ship, I once more bombarded her. As a cloud of smoke became visible, we had to suspend our fire. We then traveled at full speed for some ten minutes above water from the spot where the *Dunsley* was lying. During this time I fastened my gun. Then came the order: "Make Ready for Diving!" and since my fighting post is in the front torpedo room, I could not see anything further of what happened above.

I make the foregoing declaration upon my oath of allegiance and give further assurance as to its correctness by swearing to that effect.

Read aloud, attested, and signed.

DOBBERT,
Submarine Seaman.

Closed.

WOLF,
Able Seaman.
KAMMERICH,
Judge of the Naval Court.